

USAREUR Pamphlet 190-34 Chapters 1 through 7

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United States Air Forces in Europe
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Military Police

DRIVERS HANDBOOK AND EXAMINATION MANUAL FOR GERMANY

Summary. This pamphlet is a digest of military regulations, European laws, and practices pertaining to the registration and operation of motor vehicles in Germany (GE). Certain USAREUR procedures for licensing and registration are more stringent than those required by German laws. This pamphlet will help applicants prepare for the written and road sign tests that they must pass before receiving a USAREUR drivers license in GE. This pamphlet also will help commanders conduct orientations and refresher and remedial driver training courses. As regulations change, it may not always be possible to keep this pamphlet current. Drivers must remember therefore that regulations overrule this pamphlet for purposes of adverse administrative action affecting licenses.

NOTE: The [glossary](#) defines abbreviations used in this pamphlet.

Applicability. This pamphlet applies to members of the U.S. Forces and the civilian component (incl. family members of both) assigned or employed within the geographic boundaries of GE. This pamphlet does not apply to personnel employed by, assigned to, or attached to U.S. diplomatic and consular offices (exception may be granted when requested under USAREUR Reg 600-700), military missions, and military assistance advisory groups.

Members of the U.S. Forces and the civilian component in GE on official temporary duty (TDY) may apply for and be granted licenses to operate USAREUR- registered privately owned vehicles (POVs), provided TDY exceeds 30 days. These applicants must comply with all applicable requirements of this pamphlet.

This pamphlet applies to USAFE personnel in GE only for policy and procedures governing licensing of POV drivers in GE and registering POVs with the Registry of Motor Vehicles, USAREUR. USAFE personnel will refer to AR 190- 5/Air Force Regulation (AFR) 125-14, as supplemented, for all other aspects of motor vehicle traffic supervision (for example, suspension, revocation, point assessment).

This pamphlet applies to nonappropriated fund agencies and other organizations and their employees authorized to register non-U.S. Government motor vehicles with USAREUR.

Certain non-U.S. personnel assigned to international military headquarters in GE may be authorized POV drivers licenses and POV registration privileges. The Commander in Chief,

USAREUR, makes this determination.

According to AR 190-5/AFR 125-14, paragraph 1-2A, the policy and procedures in this pamphlet are controlling in cases of conflict.

Forms. Only "-R" forms may be reproduced locally on 8 1/2- by 11-inch paper through the servicing forms management office. Other forms will not be reproduced; they will be ordered by the unit or organization publications officer from the United States Army Printing and Publications Center, Europe, or as stated in the authorizing directive.

Interim Changes. Interim changes to this pamphlet are not official unless authenticated by the Deputy Chief of Staff, Information Management, USAREUR. Interim changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

Suggested Improvements. The proponent of this pamphlet is the Office of the Provost Marshal, HQ USAREUR/7A (AEAPM-PO-VR, 370-8647). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAPM-PO-VR, APO 09102.

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PART ONE
USAREUR PRIVATELY OWNED VEHICLE LICENSE

CHAPTER 1
REQUIREMENTS FOR OBTAINING A USAREUR PRIVATELY OWNED
VEHICLE LICENSE

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SECTION I
GENERAL

1-1. AUTHORITY

a. Under the provisions of the NATO Status of Forces Agreement (SOFA), the German Supplementary Agreement (SA), and retained occupation rights concerning Berlin, the U.S. Forces in Germany (GE) may issue privately owned vehicle (POV) drivers licenses to U.S. military personnel, civilian component members (hereafter called civilian employees), and their family members in GE. U.S. Forces authorities will ensure that applicants for drivers licenses have adequate knowledge of German traffic regulations. Applicants should be familiar with the references in [appendix A](#), as applicable. If reasonable doubt exists concerning the POV license holder's responsibility or fitness to operate a motor vehicle, U.S. Forces authorities may suspend or revoke the license.

b. The U.S. Forces in GE also may register and license POVs belonging to U.S. military personnel, civilian employees, and their family members. U.S. Forces authorities will cancel the registration of a POV when the:

- ◇ (1) Registrant's drivers license is revoked.
- (2) Vehicle does not meet mechanical standards.
- (3) Vehicle is no longer covered by the required liability insurance.

1-2. DRIVING IS A PRIVILEGE, NOT A RIGHT

a. The authority to drive a POV in GE is a privilege, not a right. This privilege may be withdrawn whenever a driver fails to show responsibility or care for his or her own safety or for the safety of others while operating a POV.

- b. Driving privileges may be withdrawn on a POV driver's acceptance of nonjudicial punishment by a military or civilian court, traffic point assessments, other administrative actions, or misconduct. Such withdrawals may range from temporary suspensions to indefinite revocations.
- c. Driving privileges may be withdrawn for offenses committed while driving either a POV or a Government vehicle.

1-3. IMPLIED CONSENT PROVISIONS

- a. Persons holding a USAREUR POV drivers license and operating a POV are assumed to have given their consent to chemical tests for alcohol or other drug content of the blood, breath, or urine by U.S. authorities. The tests will be administered when drivers are lawfully stopped, apprehended, or cited for any offense allegedly committed while driving, or in physical control of a motor vehicle while under the influence of intoxicants.
- b. If a chemical test is administered by civil authorities, U.S. Forces also may administer a test. If multiple tests are made, the results of the test made closest to time of incident normally will be used to determine administrative action.
- c. Drivers who refuse to submit to, or to complete chemical testing will have their licenses revoked indefinitely. This administrative action has no effect on procedures to be followed under the Uniform Code of Military Justice (UCMJ). [Chapter 2, section IV](#), gives information on suspensions and revocations for incidents involving intoxicants or controlled substances.

SECTION II OBTAINING A USAREUR POV DRIVERS LICENSE

1-4. APPLICABILITY

- a. U.S. military personnel, civilian employees, and family members must have a USAREUR POV drivers license, issued under [USAREUR Regulation 190-1/USAFE Regulation 31-202/USNAVEUR Instruction 11240.6h](#), to operate a USAREUR-registered POV.
- b. Commanders may require Army personnel in the ranks of sergeant and below to have a valid military drivers permit (Optional Form (OF) 346 (U.S. Government Motor Vehicle Operator's Identification Card)) before applying

for a POV license. Air Force personnel under 26 years old must complete the standard traffic course (Course I) required by Air Force Regulation (AFR) 50-24 before applying for a POV license.

c. A USAREUR POV drivers license (AE Form 190-1F (Private Operators License/The United States Forces in Germany)) is valid for 6 years for the vehicle class identified unless suspended or revoked.

d. To be valid, licenses must be signed in ink and accompanied by a valid identification card.

1-5. CLASSIFICATION OF VEHICLES AND LICENSES

a. As defined in [USAREUR Regulation 190-1/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h, appendix G](#), POV drivers licenses are classified as follows:

- (1) Class 1--motorcycles, two-wheeled vehicles with an engine capacity of 81 cubic centimeters (cm³) or more, capable of more than 80 kilometers per hour (kph)/50 miles per hour (mph).
- (2) Class 1a--motorcycles, two-wheeled vehicles with an engine capacity not exceeding 250 cm³.
- (3) Class 1b--small, two-wheeled vehicles with an engine capacity of not more than 80 cm³, capable of not more than 80 kph/50 mph.
- (4) Class 2--buses with more than eight seats (excl driver's seat). Included are trucks and POVs with trailers weighing more than 7.5 tons or having more than three axles. Under German law, trailer axles not more than 1 meter (m) apart are considered one axle.
- (5) Class 3--passenger cars except vehicles included in classes 1, 1b, 2, 4, and 5.
- (6) Class 4--small, two-wheeled vehicles with an engine capacity not exceeding 50 cm³, capable of not more than 50 kph/31 mph.
- (7) Class 5--small, two wheeled vehicles with an engine capacity not exceeding 50 cm³, capable of not more than 25 kph/16 mph.

b. Applicants must be the following years old:

- (1) 15 for a class 5 license (same age for learners permit).
- (2) 16 for a class 1a, 1b, and 4 license (same age for learners permit).
- (3) 17 for a class 1 license (same age for learners permit).
- (4) 17 for a class 1, 1b, or 3 license (16 for a learners permit).
- (5) 21 for a class 2 license (20 for a learners permit).

c. A learners permit is issued to individuals with limited driving experience (para 1-6e). The permit allows them to operate a POV as long as a person authorized as a USAREUR instructor or certified German instructor occupies the front passenger seat. If the vehicle has only one seat (for example, motorcycle), the instructor always must be in a position to observe and supervise the learner.

d. An instructors permit is issued to individuals with a valid USAREUR POV drivers license in the appropriate class of vehicle for which they want to train individuals with learner instructors permits (para 1-6f).

1-6. PROCEDURES FOR OBTAINING A POV DRIVERS LICENSE

a. For a class 2 or 3 license, military personnel, civilian employees, and family members must:

- (1) Complete AE Form 190-1T (Application for USAREUR POV Operator's License and Allied Transactions). Unit commanders or designated civilian supervisors will approve applications for soldiers in the rank of sergeant and below and civilian employees in the grades of general schedule (GS) 5 (and equivalents) and below.
- (2) Present their application and identification card to the local community driver testing station.
- (3) Complete the 2-hour driver orientation. Air Force personnel, civilian employees, and family members must complete Course II, Local Conditions Course/Overseas Indoctrination Course (AFR-50-24).

(4) Pass both the written and international road sign tests.

(a) Both of these tests are waived initially for applicants having a valid drivers license for a designated vehicle class issued by civil authorities of any European country listed in table 1, or another U.S Forces European command. A German drivers license that has been issued based only on the license of a state or territory of the United States is not valid for waiving tests.

(b) International road signs are in [appendix B](#). Sample test questions and answer sheets are in [appendix C](#).

Table 1

European Countries

Austria	Italy
Belgium	Luxembourg
Denmark	Norway
Finland	Portugal
France	Spain
Germany	Sweden
Great Britain	Switzerland
Greece	The Netherlands
Ireland	Turkey

(5) Pass the road test. This test is waived for applicants having a:

(a) Valid OF Form 346 for a military sedan, military bus, high-mobility multipurpose wheeled vehicle (HMMWV), or 1/4-ton truck.

(b) Valid drivers license for a designated vehicle class issued by civilian authorities of a state or territory of the United States or a European country (table 1).

(6) Pass the visual acuity test.

(7) Pay the applicable fee by check or money order.

b. Applicants who fail either test (written or traffic sign recognition) twice within a 2-week period will be ineligible for testing for a further 2 weeks. Applicants who fail either test the third time will be declared ineligible for retesting for 60 days. The 60-day wait applies to all retesting.

c. For class 1, 1a, 1b, 4, or 5 licenses, Army personnel, civilian employees, and family members (see d below for Air Force and Navy requirements) will:

(1) Complete the requirements in a above.

(2) Attend a special 4-hour motorcycle orientation.

(a) Novice applicants are individuals who have never been licensed to operate the class of motorcycle for which they are applying or who cannot show proof of such a license. Novice applicants must:

1. Obtain a learners permit.

2. Complete motorcycle training at a local German Fahrschule (driving school) at the applicant's expense.

3. Apply at the local community driver testing station for the class of motorcycle license for which certified after receipt of the German driving school certificate.

4. Operate a class 1a POV for at least 1 year (with a good driving record for that period) before they may progress to class 1. There is no time limitation for the other classes of two-wheeled vehicles.

(b) Experienced applicants are individuals who can provide proof of a previous license for the class of motorcycle for which they are applying. The license may have been issued by the civil authorities of any country, a state or territory of the U.S., or another U.S. Forces European command. Experienced applicants must:

1. Pass a 30-question motorcycle test.
2. Pass a motorcycle proficiency course.
3. Complete the requirements in (a) above if either test in 1 or 2 above is failed.

d. For class 1, 1a, 1b, 4 or 5 licenses, Air Force and Navy military and civilian personnel and their family members must complete requirements in a above.

(1) Experienced applicants (individuals who can provide proof of motorcycle training) must:

(a) Have at least 3 months of motorcycle riding experience or possess a Motorcycle Safety Foundation (MSF) course completion card and attend Course IVB, Experienced Rider Course (ERC), which replaces the Better Biker Program (BBP).

(b) Personnel who completed a BBP are not required to take the ERC.

(2) Novice applicants (c(2)(a) above) must:

(a) Attend Course IVA, Motorcycle Rider Course--Riding and Street Skills (MRC:RSS), which replaces the Motorcycle Rider Course (MRC). Personnel who completed the MRC are not required to retake Course IVA, MRC:RSS.

(b) Obtain a learners permit.

(3) Applicants for operating mopeds, motor- assisted bicycles, and motorscooters must attend either Course IVA, MRC:RSS, or Course IVB, ERC. The installation motorcycle instructor will determine the degree of training needed based on the applicant's riding experience.

e. For a class 2 or 3 learners permit, applicants must complete the requirements in a above (except (5)). For the class 1, 1a, 1b, 4, or 5 learners permit, Army applicants must complete the requirements in a (except (5)) and

c(1) and (2)(a)1 above. Air Force and Navy applicants must complete requirements in d(2)(a) and (b) above.

f. For an instructors permit, applicants must:

- (1) Have a valid USAREUR POV drivers license in the class they want to instruct.
- (2) Be 21 years old.
- (3) Have 6 months of European driving experience within the preceding 12 months in the particular class of vehicle for which they applied.

CHAPTER 2 TRAFFIC LAWS AND THEIR ENFORCEMENT

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SECTION I BASIC RULES OF GERMAN TRAFFIC LAWS

2-1. RESPONSIBILITIES OF U.S. FORCES PERSONNEL

a. U.S. Forces personnel driving POVs or Government vehicles in GE must obey:

- (1) German traffic laws and regulations.
- (2) German police officer hand-traffic signals and directions. Failure to obey these signals and directions may result in arrest and prosecution in German courts.
- (3) Traffic regulations governing the operation of motor vehicles on U.S. military installations, family housing areas, and other U.S. Forces-controlled property as published by commanders and official regulatory traffic signs or devices. [Appendix A](#) lists applicable USAREUR and USAFE regulations.
- (4) USAREUR military police (MP) and USAFE security police (SP) traffic signals and directions.

b. Failure to obey traffic laws and regulations as well as traffic signals and directions may result in suspension or revocation of the offender's drivers license, withdrawal of vehicle registration privileges, or both, and citation by the MP, SP, or German police, to include possible fines for German offenses.

2-2. DOCTRINE OF CONFIDENCE

German courts have adopted the doctrine that drivers of motor vehicles can rely on one another to obey the law. Drivers must be alert and prepared to recognize typical errors committed frequently by other drivers and be ready to compensate for those errors. The doctrine of confidence does not apply to children up to 11 years old or to frail persons. Drivers must pay special attention to these people.

2-3. LEGAL TERMS

a. German traffic laws require users of public roads to conduct themselves so that no person is endangered, injured, impeded, or unreasonably inconvenienced where such inconvenience could have been avoided under the given circumstances. The term "users" refers to drivers of motor vehicles, bicyclists, pedestrians, horseback riders, drivers of animal carts, and owners of domestic animals who allow their animals to stray onto public roads.

b. The term "legal traffic" refers to motorized vehicles, bicycles, and animal-drawn vehicles. Pedestrians and human-drawn wagons are not legal traffic.

c. Unavoidable circumstances are those over which drivers have no immediate control (for example, unavoidable noise or exhaust fumes produced by heavy traffic). Avoidable circumstances are those over which the driver has immediate control (for example, squealing tires in residential areas, racing motors, honking horns, loud radios). It is the driver's responsibility to consider and anticipate the movements of pedestrians, particularly children and the blind.

d. Other legal terms used in a above and throughout this pamphlet are defined below:

(1) Endanger. Endangering other users of the road by:

(a) Failing to obey traffic signs.

- (b) Failing to yield the right-of-way.
- (c) Failing to warn approaching traffic that a vehicle is disabled or parked on the highway.
- (d) Failing to dim lights for oncoming traffic.
- (e) Traveling too fast for road conditions.
- (f) Passing on hills or curves.
- (g) Driving a mechanically unsafe vehicle (for example, a vehicle with faulty brakes, bald tires, poor steering, weak lights, protruding bumpers).
- (h) Driving a vehicle when fatigued, ill, or under the influence of alcohol or drugs.

(2) Injure. Causing physical harm to other users of the road or damaging property. Splashing mud or water on pedestrians is in this category.

(3) Impede. Failing to adjust driving speed to the flow of traffic or blocking other traffic when parked.

(4) Inconvenience. Making more noise than necessary (for example, honking a horn, operating a radio loudly, driving with a faulty exhaust system, racing an engine, letting an engine idle for more than 30 seconds).

SECTION II

TRAFFIC LAWS AND RULES OF THE ROAD

2-4. INTERNATIONAL ROAD SIGNS

- a. Drivers must learn the international road signs in appendix B to pass drivers tests. They must obey the signs to drive safely and legally in GE.
- b. There are five types of road signs on European highways.

- (1) Danger Signs. Triangular signs with red rims.
- (2) Prohibitory Signs. Round signs with red rims.
- (3) Mandatory Signs. Round signs with a blue background.
- (4) Informative Signs. Rectangular signs with a blue background.
- (5) Points of Interest (Historical Buildings or Famous Landmarks). Rectangular signs with a brown background.

c. [Appendix B](#) contains all basic German road signs. Applicants will be tested on 50 signs in a 20-minute period. To drive safely, drivers must be able to recognize the signs and respond to them correctly and quickly.

d. USAREUR Poster 190-12, a pocket size international road sign chart, should be kept in the POV for quick reference. The poster will be provided to drivers on passing the test.

2-5. USE OF ROADWAY

- a. A general rule is that drivers must drive on the right-hand side of the road except when passing other vehicles. Exceptions are noted in [paragraph 2-8d](#).
- b. When approaching an intersection with directional arrows painted on the pavement, the driver will enter the appropriate lane and follow the direction of the arrow.
- c. To make a left turn, drivers will:
 - (1) Watch for traffic to the rear. German police have cited U.S. drivers for "failing to clear traffic from the rear" when changing lanes to execute a turn. Drivers making a left turn must clear for rear traffic at least twice and, because of the "blindspot" of the mirror, may not rely on the rearview mirror alone. Just before making a left turn, drivers must ensure that no vehicle is in the process of passing.
 - (2) Use directional lights to signal a turn well in advance of turning.
 - (3) Guide the vehicle toward the left center of the roadway (all the way to the left on one-way streets).

(4) Wait for a break in oncoming traffic before turning. Traffic approaching from the opposite direction has the right-of-way. Streetcars also have to wait for a break in oncoming traffic except where otherwise specified. It is illegal, however, for drivers to block a streetcar while waiting for oncoming traffic to pass before turning. Drivers must move on to the next block or to some point where the turn can be made without obstructing the streetcar.

d. To make a right turn, drivers will:

- (1) Watch for traffic to the rear.
- (2) Use directional lights to signal a turn well in advance of turning.
- (3) Move to the right-hand side of the street and remain in the right lane while turning.
- (4) Watch for bicyclists and pedestrians on the right and let them pass before turning.
- (5) Avoid going into the left lane when turning.

e. Drivers must approach pedestrian crosswalks carefully. Crosswalks are marked by white stripes (zebra stripes) on the road and are indicated by sign [11](#) or [12](#). The following rules apply:

- (1) Pedestrians on or waiting to use a crosswalk have the right-of-way.
- (2) Drivers may not pass vehicles at crosswalks, even if there is no pedestrian to be seen.
- (3) Drivers must be especially alert to blind or otherwise physically impaired persons. These persons are identified in GE by a yellow armband worn on the left arm or a white cane, or both. The armband is about 3 inches wide and has three dots forming a triangle. Drivers should consider physically impaired pedestrians at all times and not just at marked pedestrian crosswalks.

f. U-turns are permissible within city limits provided:

- (1) There is no sign that prohibits U-turns.
- (2) The lane being crossed has a broken line (not a solid line).
- (3) The road is clear and there is sufficient time to make the turn without endangering other vehicles.

g. U-turns are never permitted on:

- (1) Autobahns.
- (2) Multilane highways.
- (3) Roads outside city limits except where the center line is broken and traffic is clear so that turns can be made without endangering other vehicles.

2-6. RIGHT-OF-WAY

a. When traffic signs are absent, vehicles coming from the right have the right-of-way at intersections, junctions, and traffic circles. This rule applies to motor vehicles, bicycles, and animal-drawn wagons. Excluding the exceptions in b below, the "right-before-left" rule applies at all intersections regardless of the width of the street or the angle of the intersection.

b. The right-before-left rule does not apply:

- (1) On entrance ramps to autobahns and express roads.
- (2) When a vehicle enters a public road from private property, a private road, or a parking space. In these cases, traffic on the public road has priority.
- (3) To vehicles coming from pedestrian zones ([signs 61 and 82](#)) or from a pedestrian priority zone ([78](#)), onto through roads. Drivers exiting such areas must yield to all traffic, to include pedestrians and bicycles.

c. The yield-right-of-way sign ([28](#)) indicates that a priority road (a road on

which drivers have the right-of-way) is ahead.

d. The priority road sign (sign 66) is posted at the beginning of a priority road and again at each intersection or junction. Outside city limits, sign 66 also prohibits parking on the roadway.

e. Signs 66, 67, and 69 inform drivers that they have the right-of-way at the next intersection or junction. Outside city limits, signs 67 and 69 normally are posted 150 to 250 m before an intersection or junction. Inside city limits, signs 66, 67, and 69 are posted at intersections and junctions.

f. In some cases priority roads (sign 67) go left or right, instead of straight ahead.

(1) Sign 70 requires a driver to yield to traffic coming from the left.

(2) Sign 67 gives a driver the right-of-way only when the driver is turning left.

(3) Drivers who leave the priority road have the right-of-way over drivers who have yield signs.

(4) Drivers who stay on the priority road must use their left turn indicator after seeing sign 67.

g. At intersections, drivers should yield to streetcars coming from the left and not insist on the right-of-way.

h. Streetcars have priority over other traffic when tracks go through a traffic circle and sign 2 is posted with a silhouette of a streetcar and the wording Strassenbahn Vorfahrt.

i. Buses pulling into traffic from marked bus stops have the right-of-way. Bus drivers indicate their intention to enter the flow of traffic with directional signals.

j. Vehicles entering a traffic circle have priority over the traffic inside the circle, unless the entrance to the circle is controlled by traffic lights or signs.

k. Funeral processions have the right-of-way over other traffic.

l. Emergency vehicles, identified by flashing lights or multitone warning signals, have the right-of-way and drivers must pull over to the right and stop when they approach (para 2-17).

m. A driver must never insist on the right-of-way. Safety takes priority in all traffic situations.

2-7. SPEED LIMITS

a. Types of Speed Limits. GE has two types of speed limits:

(1) Posted limits (signs 48 and 76 indicate maximum speed allowed and sign 93 indicates minimum speed allowed).

(2) Unposted limits that apply to certain types of vehicles or on certain types of roads.

b. Cities, Towns, and Villages. If no higher or lower speed is posted, the speed limit within city limits is 50 kph (31 mph).

(1) The city boundaries in which this unposted limit applies are indicated by a sign bearing the name of the city, town, or village (sign 129).

(2) After sign 129 , speed must not exceed 50 kph (31 mph) until the limit is lifted by a higher posted limit or a sign indicating the driver is leaving the boundaries of the city (sign 130).

(3) Many cities also have 30 kph (18 mph) zones in residential and business districts (sign 76).

c. Roads Outside City Limits. For vehicles other than those noted in d below, German traffic regulations establish a permanent speed limit of 100 kph (62 mph) unless otherwise posted. The maximum speed in the former German Democratic Republic (GDR) states is 80 kph (48 mph) until 1992. Exceptions to this are:

(1) Autobahns (sign 96). (While driving on autobahns through cities,

autobahn rules still apply.) In the former GDR states, the maximum speed is 100 kph (62 mph) until 1992.

(2) Multilane roads having at least two lanes in each direction which are divided by guard rails, median strips, or other construction. In the former GDR states, the maximum speed is 100 kph (62 mph) until 1992.

d. Speed Limits for Buses, Trucks, Cars With Trailers, and Motorcycles With Trailers. Unless a lower speed is posted, the speed limit on all roads outside city limits (to include autobahns) is as follows:

(1) 60 kph (36 mph) for trucks weighing in excess of 7.5 tons, for motorcycles with trailers, and for buses with trailers or with passengers for whom seats are not available.

(2) 80 kph (50 mph) for vehicles weighing in excess of 2.8 tons (with the exception of passenger cars), and passenger cars pulling trailers.

(3) 100 kph (62mph) for buses with seats for all passengers.

e. Recommended Speed Indicators. [sign 111](#) provides a recommended maximum speed, weather and road conditions permitting. Recommended speeds are intended to create a smooth flow of traffic. In cities, recommended speeds also may be indicated by traffic signals showing figures (for example, "60" for 60 kph) on the light.

f. Minimum Speed Limits. Autobahns ([sign 96](#)) and roads reserved for motor vehicles ([sign 99](#)) have a minimum speed limit of 60 kph (37 mph). These minimum speed limits must be obeyed except when road, traffic, visual, or weather conditions force drivers to proceed more slowly.

(1) With the exception of certain types of military vehicles, vehicles that cannot maintain the minimum speed are not allowed on these roads.

(2) Mandatory minimum speeds are posted on some roads ([sign 93](#)). Vehicles unable to maintain the minimum speed are not allowed on roads where sign 93 appears.

(3) [Sign 94](#) shows the end of a minimum speed zone.

g. Maximum Speed Limits. Regardless of the posted or unposted maximum speed limit, the driver must use discretion in choosing the safest speed. The law requires the driver to adjust the speed to meet road, traffic, and weather conditions and to consider the type of vehicle and load. There are signs used in conjunction with speed limit signs that must be obeyed only under certain conditions (for example, Bei Naesse ([sign 49](#)) requires the speed limit noted must be obeyed only when the roadway is wet).

h. Converting Kph to Mph (Except for the United Kingdom). Speed limits in Europe are always expressed in kilometers per hour. U.S. Forces drivers must be able to convert kph to mph, especially when driving a vehicle with a speedometer gauged in miles. A quick conversion formula from kilometers (km) to miles is to multiply km by 6 and drop the last digit of the result (30 km x 6 = 180 = 18 mph).

i. Dangers of High Speed. Drivers should never drive faster than is reasonable considering traffic, visibility, and condition of the roadway. When speed is doubled, the force of a collision is quadrupled (for example, the force of impact at 40 mph is four times greater than when a vehicle is going 20 mph.) There are four basic points to remember about high speed:

- (1) It requires a greater distance to stop in an emergency.
- (2) It makes it harder to round a curve or to change direction to avoid collision.
- (3) It provides both drivers less time to react.
- (4) It increases the severity of collisions.

2-8. PASSING

a. Passing other vehicles is one of the most dangerous maneuvers in driving. It is not permitted:

- (1) When there is a solid white center line ([sign 139](#)) on the highway. A solid center line should not be touched by the wheels of a vehicle. These lines appear on hills or curved roads where it is dangerous to pass.
- (2) When [sign 53](#) is posted alongside the roadway. Watch for this sign as it may be obscured when passing other vehicles.

(3) When the traffic situation is not clear.

(4) At pedestrian crosswalks.

(5) At railroad crossings.

b. Passing is permitted:

(1) When there is a broken white center line ([sign 140](#)). This line may be crossed to turn left or to pass when other traffic is not endangered.

(2) When the driver's lane has a broken white line next to a solid center line.

c. Driving faster than the posted speed limit while passing is not allowed.

d. Passing on the right is prohibited except for the following situations:

(1) Streetcars normally must be passed on the right side. When the space between a streetcar and the curb on the right is too narrow, streetcars may be passed on the left, provided oncoming traffic is not endangered. On one-way streets, streetcars may be passed on either the right or left.

(2) When a stream of traffic in the passing lane on autobahns or other multilane highways outside city limits is not exceeding 60 kph, it may be passed by traffic in the right lane, as long as right-lane traffic does not exceed 80 kph.

(3) Riders of bicycles and two-wheeled vehicles which use insurance plates may pass slowly on the right when vehicles are stopped (for example, at a traffic light). Drivers must make sure before turning right that no two-wheeled vehicles are to their right.

e. When passing another vehicle, drivers must:

(1) Make sure that passing is permitted.

(2) Check for other vehicles both forward and rear.

(3) Use directional signals before pulling out.

(4) Return to the right lane as soon as possible without impeding the vehicle being passed.

f. Driving side by side is allowed only where traffic is controlled by traffic lights or when traffic becomes so dense that lines of vehicles have formed in lanes heading in one direction. In this last case, vehicles in the right lane may drive faster than those in the left lane.

g. Drivers must be especially careful when passing during twilight hours; they must be alert to vehicles without lights coming from the other direction.

h. German drivers often use their directional signal as a sign of their intent to pass both during the day and at night. If a driver is in the passing lane and sees the flashing of lights from behind, the driver should move to the right lane as soon as it is safe. This practice has been prohibited by law in GE, but it is still done.

i. When being passed by another vehicle, drivers must allow the passing vehicle plenty of room to pass and return to the right lane, even if this requires slowing down. It is illegal to increase speed to prevent being passed.

j. Slow vehicles that cannot be passed because of the traffic situation should pull over to the right at a suitable place (for example, wide shoulder) to allow faster traffic to pass.

k. Bicycles and motorcycles present a hazard to passing.

(1) German law requires passing drivers leave at least 1 m between their vehicle and the cyclist.

(2) When passing, drivers should be alert to:

(a) The driver who is being passed pulling over to pass a bicycle or motorcycle.

(b) Oncoming drivers going over the center line to pass bicycles and motorcycles.

- (3) Drivers should not pass two-wheeled vehicles that are passing parked vehicles.

2-9. TRAFFIC SIGNALS

a. Electrically operated traffic signals with colored lights (red, yellow, and green), as well as flashing yellow signals, are common in GE. The colored light system is basically the same as that used in the United States, except:

- (1) Making a right turn when the light is red is never allowed.
- (2) Crossing the white stripe that is painted across the lane of traffic, when stopping for a red light, is forbidden.

b. The rule in a(2) above also applies when the light is yellow, if the vehicle can be stopped without endangering traffic to the rear. A driver must never speed through a yellow light because this creates a highly dangerous situation. Some intersections are equipped with cameras programmed to photograph vehicles caught in the intersection when the light turns red. When that happens, the driver can expect to be fined.

c. German traffic rules concerning blinking yellow and single yellow lights differ from, and should not be confused with, U.S. rules.

- (1) In GE, a blinking yellow light requires the driver to yield the right-of-way and, in some cases, to come to a complete stop.
- (2) German law emphasizes the driver's duty to wait, particularly if the red and green signals on the traffic light are not operating.
- (3) The single yellow blinking light does not take priority over other traffic signs; instead, it calls attention to their exact observance.
- (4) Signs 27 and 28 are often placed with a yellow blinking light. When this situation exists, the driver must observe these signs and stop or wait as required before crossing the white stripe mentioned in a(2) above.
- (5) Operational green or red traffic lights take priority over other traffic signs.

d. An intersection or road junction regulated by an overhead traffic light and having several lanes may have a separate traffic light for each lane. A traffic light with an illuminated:

- (1) Red "X" indicates that lane is closed.
- (2) Green arrow pointing downward indicates traffic in that lane may proceed.
- (3) Green arrow pointing either left or right indicates traffic may turn in the direction of the arrow.

e. The traffic signals used by German police officers are different from those seen in the United States. These signals and their meanings are shown in figures 1 through 5. The basic rule is that traffic parallel to the outstretched arms of the officer may proceed and traffic facing the front or back of the officer must wait. German police officers' hand-signals take priority over traffic signals, even if the signals are operating.

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While approaching an intersection, drivers must be alert for a red traffic signal or a traffic officer standing in this position signaling the driver to come to a complete stop. Note that the officer's signal to stop applies to drivers in front of and behind him, not to those to his right and left.

Figure 1. German Police Signals (Stop)

The officer is waving traffic through the intersection with his right hand while signaling with his left hand for all traffic in front of him and behind him to wait.

Figure 2. German Police Signals (Stop)

A traffic officer standing in the middle of the intersection with one arm raised signals all drivers to stop and tells drivers in front of and behind him to prepare to proceed.

Figure 3. German Police Signals (Attention)

A traffic officer standing with arms outstretched and pointing in the driver's direction signals the driver to proceed. The officer signaling the driver to go will stand sideways to the oncoming traffic.

Figure 4. German Police Signals (Go)

The driver may proceed as long as the officer continues to wave traffic through.

Figure 5. German Police Signals (Go)

2-10. BLOCKING INTERSECTIONS

When a driver stops at an intersection because traffic is backed up, German law requires the driver leave enough space for vehicles on the intersecting street to clear the intersection. This situation happens often where two intersections are close together. The driver is

responsible for knowing when to stop in dense traffic and not pulling into the intersection, even though the traffic light is green.

2-11. USING TRAFFIC LANES

a. German traffic laws define a traffic lane as that part of the road required for unobstructed vehicle traffic. According to German traffic regulations:

- (1) Traffic should remain in the right lane of two lanes going the same direction except when passing, both on and off the autobahn.
- (2) Drivers may disregard the requirement to keep to the right in traffic-light-controlled and dense traffic situations [\(para 2-8f\)](#).
- (3) Drivers of passenger cars and trucks with a total weight of up to 2.8 tons may drive in any lane of roads having two or more lanes going the same direction within city limits.
- (4) Changing lanes is permitted only if other traffic is not endangered. Every change of lanes must be indicated with directional signals.
- (5) If one lane of traffic on a road with two or more lanes in the same direction is blocked or otherwise discontinued, each vehicle in the continuing lane must allow one vehicle to merge from the discontinued lane (zipper technique).

b. Violations of the proper use of traffic lanes are grounds for administrative fines.

2-12. FOLLOWING AND STOPPING DISTANCES

a. Drivers are required by law:

- (1) To keep their vehicle at a safe distance from the vehicle ahead to allow for a collision-free stop.
- (2) Not to make any sudden stops and endanger traffic to the rear except in an emergency.

b. Drivers should know the following about stopping distances:

(1) German traffic authorities recommend one half the speedometer reading in m as a safe distance for following vehicles (for example, at 60 kph per hour, recommend there be 30 m between vehicles). Greater distances should be allowed in bad weather.

(2) Another method to use to estimate a safe following distance from the POV in front of you is the "two-second method." Note a spot on the road (for example, a road post). When the vehicle in front of you passes that spot, begin counting (for example, one one thousand, two one thousand). If you pass the spot before you finish counting, you are following too closely. In bad weather, three or four seconds are recommended. The condition of the highway and driving speed must always be considered in choosing a safe distance.

2-13. STOPPING AND PARKING

a. Vehicles may be stopped only on the right- hand side of the roadway in the direction of the flow of traffic. If streetcar tracks are on the right side of the street, it is legal to stop on the left side, provided it is not prohibited by traffic signs. Stopping or parking on either side of one-way streets is usually permitted.

b. Drivers must wait for streetcars that have stopped to allow passengers to get on and off, except at pedestrian islands. Drivers may proceed after the streetcar doors are closed and the drivers' side of the road is clear of pedestrians. Drivers do not have to wait until the streetcar begins to move forward.

c. A driver who reaches a parking space first has priority, even if he or she passes the space in order to reverse into it.

d. Under German law, a vehicle is considered parked when the driver leaves the vehicle or it is stopped for longer than 3 minutes.

e. A vehicle is considered to be parked illegally when it is parked:

- (1) Where official signs forbid parking.
- (2) Where the road is narrow.
- (3) In a way that blocks the view of the road.
- (4) On any sharp bend in the road.

- (5) Within 5 m of a pedestrian crosswalk or a marked or unmarked junction.
- (6) Within 15 m of public transportation stopping signs (for example, bus or streetcar stops).
- (7) At taxi stands.
- (8) Within 15 m of railway crossings in city limits or within 50 m of railway crossings outside city limits.
- (9) Beside a traffic island.
- (10) In front of driveways to roadside property. In congested areas of older cities, driveways usually can be identified by doors large enough to admit a vehicle. Drivers are required to obey signs reading either Einfahrt or Ausfahrt freihalten, which mean keep entrance or exit free. Parking on the opposite side of streets from such driveways is prohibited if the roadway is too narrow to allow vehicles to leave the driveway.
- (11) Within the space necessary for streetcars and trains to pass.
- (12) Next to any dividing strip or barrier line on multilane roads.
- (13) On the autobahn, except at locations provided for that purpose ([sign 119](#)).
- (14) On the roadway, unless the vehicle is inoperable.
- (15) At expired parking meters. If parking meter is out of order, the car may be parked as long as arrival time is marked by a parking disc and no more than the time allowed on the meter is used.
- (16) On a priority road outside cities and communities.
- (17) Alongside other parked vehicles (double parked).
- (18) On a roadway where there are directional arrows ([sign 141](#)).
- (19) Opposite the flow of traffic.

f. Time display parking permits are required in areas where traffic [sign 58](#) is posted.

These parking disks may be obtained from local civil authorities and must be visible from outside the vehicle.

2-14. SECURITY OF VEHICLES

- a. When parking, the driver must ensure that windows and ventilators are closed, and doors, ignition, and steering wheel, if equipped with a lock, are locked.
- b. Failure to secure a POV according to a above is illegal. Insurance companies may not honor a claim if a vehicle was unlocked when theft occurred.
- c. If personal property is stored in the vehicle, the items should be locked in the trunk.

2-15. DRIVING ON THE AUTOBAHN

- a. Autobahns are indicated by [sign 96](#) . Vehicles not capable of maintaining a speed of 60 kph (37 mph) are not allowed.
- b. Autobahns may be entered only at officially designated points marked by [sign 95](#) or [96](#) . Entering drivers must yield the right-of-way to vehicles on the autobahn. Because of high-speed traffic, entering an autobahn is extremely dangerous; drivers must be sure the road is clear.
- c. A driver may leave an autobahn only at authorized points marked by [sign 98](#) .
- d. Except where posted or restricted by vehicle type, no speed limit exists (except in the former GDR states where the maximum speed is 100 kph). Speed is left to the discretion of every driver, safety being the primary concern. U.S. Forces personnel must remember that their American-made vehicles are equipped with tires designed for safe operation not to exceed 90 to 108 kph (55 to 65 mph). While driving an American- made vehicle on the autobahn, drivers should not exceed this speed. If faster driving is planned, the purchase of European "speed-rated" tires is recommended.
- e. The right lane of autobahns is for cruising; the left lane only for passing, except in special situations (for example, traffic jams, accidents). It is legal to remain in the left lane if waiting for the vehicle ahead to complete its passing maneuver.
- f. Vehicles using exit lanes at autobahn intersections may drive faster than vehicles in the lane to their left after reaching the broken white lines that designate the exit lanes

have begun (significantly wider traffic lane marking shortly before restricted area).

g. Autobahns have dividing strips in the center with guardrails. Crossing dividing strips is illegal except where directed by German police. When approaching or going through repair or construction sites, drivers must watch out for [sign 53](#) , which prohibits passing in these areas.

h. Emergency telephones are located at intervals along autobahns. Arrows on roadside reflector posts indicate the direction of the nearest one. These telephones are connected by direct line to the office of the highway superintendent (Strassenmeister), where a switchboard operator is always on duty. Although most of the operators speak only German, lifting the receiver indicates the exact location of the caller. If the caller cannot be understood, the operator will ask the German police to come to the caller's aid.

i. Autobahns have hard-surface shoulders. Vehicles may be driven here only when mechanical trouble occurs. If a vehicle breaks down, the driver is required to move the vehicle onto the shoulder as far from the traffic lanes as possible and take immediate action to warn approaching drivers by turning on flashing lights and setting out a warning triangle (para 5-2c.). It is recommended that all passengers get out on the right side and wait behind the barrier, not on the shoulder.

j. Drivers on the autobahn may not:

- (1) Back up or make U-turns.
- (2) Stop or park. (Authorized parking areas are marked by [sign 119](#) .)
- (3) Run out of gas. Drivers may be fined for stopping if their vehicles have run out of gas.
- (4) Drive in the left lane to prevent vehicles from passing.
- (5) Tailgate and flash headlights in an effort to force other drivers to the right.
- (6) Walk or ride a bicycle.
- (7) Get out of POVs when in a traffic jam (Stau).

k. Buses and trucks must maintain a minimum distance of 50 m from the vehicle in

front.

l. Towing vehicles on the autobahn is allowed only to the next exit.

2-16. RAILROAD CROSSINGS

a. Railroad crossings are marked by traffic [signs 42 through 47](#) . Traffic sign 44 and a flashing red light indicate that a train is coming and vehicles must stop. Vehicles may proceed when the flashing red light goes out.

b. Crossing railway tracks is forbidden when:

(1) A train is approaching.

(2) The expected approach of a train is made known by a flashing light or other visible or audible signals.

(3) Crossing gates are closed or in motion.

(4) An attendant waves a red and white flag.

c. Every railroad crossing must be approached with caution, particularly unguarded crossings. Drivers should proceed carefully, being alert to sounds of approaching trains and looking in both directions.

d. Drivers must be especially alert when there are two or more tracks at railroad crossings. Although a train on one track has passed, another may be coming from the opposite direction on another track.

e. Drivers should not change gears when crossing tracks as this increases the chance of stalling. To avoid being stranded on the tracks, drivers should wait until there is room to clear the tracks.

f. Class 2 vehicles and vehicles with trailers are required by law to stop immediately after passing the single stripe sign post ([signs 42 and 43](#)) when the railroad crossing is closed or a train is approaching. This requirement enables faster moving vehicles to pass slower vehicles before reaching the crossing.

g. When a vehicle is stopped at a crossing at night, the driver must use low beam

headlights.

h. When a 30-second or longer stop is anticipated, ignition should be shut off.

2-17. RIGHT-OF-WAY TO EMERGENCY VEHICLES

a. Emergency vehicles (for example, ambulances, police cars, fire trucks, vehicles identifiable by their flashing lights and multitone warning signals) have special right-of-way privileges. Drivers must pull over to the right and stop when emergency vehicles approach.

b. When emergency vehicles approach an autobahn traffic jam "Stau" ([sign 146](#)), drivers are required to move their vehicles to the extreme right or left side, depending on the lane occupied, to permit passage of the emergency vehicle through the center of the congestion. On three-lane autobahns, clearance must be made between left and center lanes.

2-18. BUSES

a. German law does not require drivers to stop for school buses that are taking on or discharging passengers. When approaching a bus from the rear on German roads, drivers must reduce speed and yield the right-of-way to buses reentering the road from a bus stop.

b. Drivers approaching or following buses that are taking on or discharging passengers on property under the control of U.S. Forces (for example, housing areas) must always stop. They may proceed only after the bus has begun to move.

2-19. USE OF HORNS AND OTHER WARNING DEVICES

a. Warning signals include the horn, turn signals, and flashing headlights. A driver must alert endangered road users when there is a potentially dangerous situation.

b. Drivers must take care to use warning signals in a way that does not confuse other drivers (for example, leaving turn signal on without making a turn). Drivers also must be careful not to startle domestic animals by blowing car horns.

c. Outside city limits, a short blast on the horn or flashing headlights indicate the

intention to pass.

d. Inside city limits, flashing headlights and horns may not be used to signal the intention to pass.

e. The turn signal is used for all turns and to warn other traffic of the driver's intention to:

- (1) Pull away from a curb or parked position.

- (2) Change lanes.

- (3) Leave a traffic circle.

- (4) Pass.

- (5) Move the vehicle in any way that may interfere with other traffic (for example, going around obstacles in the roadway).

f. Using the turn signal does not relieve the driver of the responsibility of safely operating the vehicle.

g. Drivers must use electrical signal devices if operational. If electrical signals fail, drivers must use hand signals. Indicating a turn by hand signal is done with the left arm:

- (1) Fully extended for a left turn.

- (2) Turned up at a 90-degree angle at the elbow for a right turn.

- (3) Pointed down at a 90-degree angle at the elbow for a stop.

2-20. LIGHTING

a. Vehicle headlights must be used at night, at dawn, and at dusk. Low beam headlights must be used during the day when visibility is limited because of inclement weather (for example, fog, snow, rain).

b. The use of only parking lights when driving is prohibited.

c. Foglights may be used only with low beam lights when visibility is less than 50 m

(165 ft).

d. Headlights must be dimmed for oncoming vehicles as well as when approaching a vehicle from the rear.

e. Operators of vehicles parked in an area that is not lit well enough for the vehicle to be seen must use front and rear parking lights. Traffic [sign 134](#) is posted in areas where streetlights do not remain on all night and such parking lights are necessary. American vehicle owners should try to avoid parking in such areas as their vehicles are not designed to leave lights on without weakening the battery.

SECTION III

ACTIONS FOLLOWING AN ACCIDENT

2-21. GOOD SAMARITAN LAW

The German criminal code states that "whoever, in case of an accident or common danger or distress, does not render aid, although such aid is necessary and can be expected of him or her under the circumstances, especially if it is possible to do so without substantial danger to himself or herself and without violating other important duties, will be punished by imprisonment not exceeding 1 year or by a fine."

2-22. IMMEDIATE ACTION

a. Stay at the scene. Leaving the scene of an accident, "hit and run," is a very serious criminal offense under both GE law and the UCMJ.

b. Turn on warning lights and set up warning triangle. (Place 100 m behind POV; on autobahns place 200 m behind POV.)

c. Provide first aid to injured; do not move any seriously injured persons. Have someone call for medical help.

d. Notify MP or SP of any accident on an installation and both German police and MP or SP off an installation.

e. If you have a camera, photograph the scene. Photographs can be more reliable than accident reports and are acceptable in court. If not, sketch the scene, showing placement of the vehicles, traffic signals, and so on.

f. If no one is injured and damage is minor, move POV. Do not block traffic after a

minor accident.

g. Exchange information with the other involved party (name, address, license number, insurance company and policy number).

h. Note time and place of accident and names and addresses of any witnesses.

i. If you have a single-car accident and damage property:

(1) Stay at the scene for a reasonable time in an attempt to contact the property owner.

(2) If the owner cannot be located, leave a note indicating your name, address, telephone number, and insurance company.

(3) Report the accident immediately to the local MP or SP if on an installation and report to both the MP or SP and German police if off an installation. If you do not make a report you could be charged with hit and run.

j. The USAREUR POV driver license has a block that indicates whether or not an individual is an organ donor. If yes is indicated and the individual becomes a fatality, the telephone number on the license should be used to alert applicable personnel at the U.S. Medical Center at Landstuhl, Germany, so they can take appropriate action.

2-23. AT THE SCENE

a. Fines. German police might assess an on-the-spot fine (Verwarnungsgeld). You can refuse to pay, but may risk a more serious fine (Bussgeldbescheid) later. The on-the-spot fine does not influence the settlement of an insurance claim. Paying a more serious fine later could be used as evidence that you were at fault.

b. Statement. German police may ask you to make a statement. If you are the driver or are related to the driver, you are not required to make a statement. You are required, however, to provide your personal information establishing your identity and sign the appropriate form.

c. Chemical Tests. Administration of chemical tests for alcohol or other drug content of blood, breath, and urine may be delayed following a POV accident or offense. When a test is administered, the results will be used for purposes of suspension or revocation irrespective of any delay. Drivers should not drink alcohol for at least 6

hours after an accident. This precaution will protect drivers against a possible charge of driving while intoxicated.

d. Towing.

(1) A tow service may be contacted as follows:

(a) On the autobahn--arrows on the black and white road posts direct you to the nearest emergency telephone. A telephone is placed every 2 km along the autobahn. Telephone operators will dispatch a tow service.

(b) On other roads--German police may assist you. If not, tow services are found in the yellow pages under "Abschleppdienst."

(2) A vehicle may be towed to:

(a) The nearest manufacturer's authorized repair shop. Repair shops can charge daily storage fees; repair or dispose of the vehicle as soon as possible.

(b) The nearest Army and Air Force Exchange Service (AAFES) garage.

(c) Your home, if you are close. This gives you extra time to look for a repair shop.

e. Helpful People. Drivers should not sign any document unless they know exactly what is in the document. Drivers should avoid people who appear at accidents (Unfallhelfer) and try to get drivers to sign powers of attorney, loan applications, and car rental agreements in the confusion.

2-24. REPORTING

a. POV drivers should complete an accident report promptly. POV drivers should complete the form provided by their insurance companies and send it in within 1 week.

b. Accidents involving property damage must be reported immediately to both the

German police and MP or SP if off an installation and to MP or SP if on an installation (para 2-22d). Single-vehicle accidents involving property damage where the owner cannot be ascertained also must be reported immediately (para 2-22i).

SECTION IV ENFORCEMENT OF LAWS

2-25. POLICE JURISDICTION

German police have jurisdiction to enforce traffic regulations and their instructions must be followed. USAREUR-licensed drivers must show their identification, drivers license, and vehicle registration when asked by German police. German police have the right to arrest U.S. personnel.

2-26. CRIMINAL PROVISIONS

- a. In GE, drunk driving is a crime punishable with imprisonment up to 5 years and a large fine if persons or property are endangered.
- b. Other examples of criminal offenses (punishment as in a above if convicted) are illegal passing, reckless driving, U-turns on autobahns, and failure to yield the right-of-way.
- c. Leaving the scene of an accident without reporting it is punishable with imprisonment up to 3 years and a fine.

2-27. CHEMICAL TESTS FOR ALCOHOL OR OTHER DRUG CONTENT OF BLOOD, BREATH, AND URINE

- a. Under the implied consent provision in [USAREUR Regulation 190-1/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h](#), persons holding USAREUR POV drivers licenses and operating POVs are deemed to have consented to chemical tests for alcohol or other drug content of their blood, breath, or urine by U.S. authorities, if stopped, apprehended, or cited for any offense allegedly committed while driving or in physical control of a motor vehicle while under the influence of intoxicants.
- b. Refusal to submit to or complete chemical testing will result in revocation of the USAREUR POV drivers license.

c. It is prohibited to operate motorized vehicles in the former GDR states if the operator consumes any amount of alcohol. This prohibition will be in effect until 1992.

2-28. FORCIBLE ADMINISTRATION OF SOBRIETY TEST

The implied consent provision does not apply to apprehension by German police authorities. These authorities will handle the case and administer tests under their laws (forcibly administer test). If the driver refuses to be tested, German police are authorized to use physical force to administer the test.

2-29. INELIGIBILITY FOR DRIVERS LICENSE AND SUSPENSION AND REVOCATION OF DRIVING PRIVILEGES

a. Declarations of Ineligibility. Persons who do not have a USAREUR POV drivers license will be declared ineligible for a license for a period of:

(1) Three months to one year or an applicable period of suspension or revocation for:

(a) Making a false statement in an attempt to obtain a USAREUR POV drivers license.

(b) Driving a POV while unlicensed or with an expired license.

(c) Committing a violation while unlicensed that would be grounds for suspension or revocation if licensed.

(d) Having a military license (OF Form 346) suspended or revoked.

(2) Twelve months for using unauthorized assistance during driver examination.

(3) Sixty days for failing to pass written examinations after three attempts and an additional 60 days for each failure after that.

b. Suspension. Suspensions are temporary for periods up to 1 year and may be discretionary or mandatory. The period of suspension begins with the date the drivers

license is confiscated.

(1) Discretionary suspensions may be assessed during evaluation of physical or mental disabilities, driving skills, or incidents involving a licensee.

Examples of discretionary suspensions are:

- (a) Lack of good judgment about safe and prudent operation of a POV.
- (b) Misconduct (for example, abuse of alcohol, habitual violent acts).
- (c) Using or permitting use of a USAREUR POV license in an unlawful or fraudulent manner.
- (d) Fleeing or attempting to flee from a police officer in relation to a traffic violation.

(2) Mandatory suspensions will be assessed for either 3 or 6 months.

Mandatory suspensions are:

(a) Three months for:

- 1. Operating a POV with a blood/breath alcohol content (BAC) of 0.5 mg to 0.79 mg of alcohol per 1.0 milliliter (mL) of whole blood.
- 2. Operating a class of vehicle other than the class for which licensed.

(b) Six months for:

- 1. Operating a POV with a BAC of 0.8 mg to 0.99 mg of alcohol per 1.0 mL of whole blood.
- 2. Having two convictions or twice receiving nonjudicial punishment for traffic offenses during any 12 consecutive months.
- 3. Accumulating 12 or more traffic points in 12 consecutive months or 18 traffic points in 24 consecutive months.

c. Revocations. Revocations are for indefinite periods with petitions for reinstatement authorized only after 12 months or 5 years, depending on the offense. The period of revocation starts with the date the drivers license is confiscated. After successful petition for reinstatement through the chain of command, the petitioner must take all tests. Offenses resulting in revocation are:

- (1) Refusing to take or complete lawfully requested chemical tests under the implied consent provision in [USAREUR Regulation 190-1/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h](#).
- (2) Driving a POV with a BAC of at least 1.0 mg of alcohol per 1.0 mL of whole blood or higher.
- (3) Testing positive for a substance listed in UCMJ, article 112a, as a result of a chemical test administered under [USAREUR Regulation 190-1/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h](#).
- (4) Being convicted by a military or civilian court or receiving nonjudicial punishment for:
 - (a) Manslaughter (with POV).
 - (b) Drunken driving or driving while impaired by a substance described in UCMJ, article 112a.
 - (c) Any offense in which a motor vehicle is used, if the same or a closely related offense carries a maximum punishment of confinement at hard labor for 1 year or more or a punitive discharge under the UCMJ.
 - (d) Fleeing the scene of an accident in which death or personal injury resulted (hit and run).
 - (e) Committing perjury or making a false affidavit or statement under oath about owning or operating motor vehicles.
- (5) Obtaining a USAREUR POV drivers license or assisting another person to obtain a POV license through unauthorized means or using false pretenses to avoid licensing requirements.
- (6) Driving a POV while drivers license is suspended or revoked.

(7) Driving with a BAC of .5 mg or higher of alcohol per 1.0 mL of whole blood, or testing positive for a substance described in UCMJ, article 112a, as a result of a chemical test administered under the implied consent provision in [USAREUR Regulation 190-1/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h](#). These offenses and the offense in (6) above will result in indefinite revocation with petition for reinstatement authorized only after 5 years.

d. Persons Subject to [USAREUR Regulation 190-1/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h](#). Persons subject to USAREUR Regulation 190-1/USAFE Regulation 31-202 will not drive POVs in Europe if their privileges to drive have been withdrawn, suspended, or revoked by the U.S. Forces or civil authorities.

2-30. TRAFFIC POINT SYSTEM

a. The Traffic Point System is designed to penalize erratic drivers (incl. family members) who possess a USAREUR POV drivers license or military license. Licenses will be suspended when 12 or more traffic points are assessed against a driver in a 12- month period or 18 traffic points in a 24-month period. The applicable USAREUR or USAFE commander or supervisor will take suspension action.

b. Traffic points will be assessed for parking POVs where prohibited. Citation for nonmoving violations may be grounds for withdrawal of an individual's installation registration decal and suspension of the POV drivers license for up to 6 months.

CHAPTER 3 GENERAL POV SAFETY RULES

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SECTION I SPECIAL CONSIDERATIONS FOR DRIVING IN GE AND EUROPE

3-1. GENERAL CONDITIONS

a. Some of the problems encountered while driving in Europe are unfamiliar traffic signs and narrow roads and streets that can cause problems for large American cars. Cobblestone streets and streetcar tracks are very common and extremely dangerous

when wet or icy, as are narrow secondary roads with high peaks and sharp curves. High speed limited-access highways (autobahns) normally have no speed limits and European drivers often tailgate at high speeds. This can tempt drivers to drive at reckless speeds. European drivers often pass on hills and curves and in the face of oncoming traffic, causing extreme traffic hazards. Most European drivers know when they have the right-of-way and will, in some cases, take the right-of-way when they do not have it. Traffic density adds to the difficulty of driving in Europe.

b. Drivers should be alert for bicycles, motorbikes, and motorcycles threading through traffic; they have the same rights on the roads as other drivers. (See [app D](#) for bicycle requirements.) Drivers must be especially alert for animal-drawn vehicles and farm equipment that may legally block roadways.

3-2. CAUSES OF ACCIDENTS AND PREVENTIVE MEASURES

a. Accidents normally occur because of unsafe driving practices. Statistics indicate the majority of accidents are due to:

- (1) Driving while intoxicated.
- (2) Failing to yield the right-of-way.
- (3) Driving too fast for road and weather conditions.
- (4) Driving inattentively.
- (5) Misjudging clearance.
- (6) Driving a mechanically unsafe vehicle.

b. Americans can drive safely in Europe if they learn to react quickly to local traffic signs and to anticipate the actions of other drivers. Most accidents can be avoided by:

- (1) Driving sober and always being alert.
- (2) Driving defensively.
- (3) Being alert and courteous, regardless of who has the right-of-way.

- (4) Helping to prevent dangerous situations.
- (5) Becoming familiar with local driving customs and laws.
- (6) Maintaining vehicles in excellent mechanical condition.

c. Driving in Europe is very demanding. Learning and following the rules of the road and using the information in this pamphlet will help prevent accidents and make driving here more enjoyable.

SECTION II

BASIC POV SAFETY CONSIDERATIONS

3-3. VISION

The driver's vision must be free of obstructions, to include clean windows at all times. Under German law, drivers can be fined for failure to clean windows of snow or ice. The interior and exterior rearview mirrors also must be clean and properly adjusted for maximum visibility.

3-4. FATIGUE

Driving while fatigued is the cause for many single car accidents. Individuals taking medication should ensure the medication will not affect their driving ability. During long trips the driver should stop and rest, walk around, or drink coffee at least every 2 hours. Drivers also should make sure there is enough fresh air circulating inside the car.

3-5. ALCOHOL

The primary cause of fatal traffic accidents is alcohol. Drinking and driving in Germany is very dangerous and can be very expensive. Apprehension by the German police can result in loss of driving privileges, fines, and possibly imprisonment, depending on the seriousness of the offense and the level of impairment.

3-6. NIGHT DRIVING

Drivers must know the range of the vehicle's head- lights and drive at speeds that will permit a safe stop. Headlights must be on low beam for oncoming traffic and when following another vehicle. Headlights should not be left on high beam to combat the high beams of oncoming traffic. Instead, lights can be blinked to make the oncoming driver

aware the high beam lights are on. Drivers must be especially alert at dawn and dusk and during bad weather. Low beam lights should be used during these times, not necessarily to see, but to be seen by approaching vehicles. Under German law, drivers may not operate vehicles with parking lights alone.

3-7. FOG AND SMOKE

The weather in Central Europe may be foggy any time of the year, but most commonly in fall and winter months. In very dense fog, drivers should pull off to the right side of the road or increase the distance between vehicles, still using low beam headlights. Fog and the lack of speed limits on autobahns greatly increase chances for multiple accidents. In areas where patches of ground fog are common, normally there will be signs posted ([sign 145](#)); you should slow your speed considerably in these areas. (In addition to fog, industrial smoke and dust may blow across roads and highways and reduce visibility. This often occurs where roadways cross over railroad tracks.)

3-8. RAIN

In a heavy downpour, drivers should pull off the road and wait until the rain lets up. Sharp curves, streetcar tracks, and cobblestone streets are particularly slippery when wet. [Sign 17](#) indicates danger when wet. Wet leaves on roadways are hazardous when stopping and making turns.

3-9. SNOW AND ICE

- a. The power of the vehicle's engine, rather than the foot brake, should be used to slow the vehicle on icy or snowpacked roads. On downhill, slippery grades, drivers should use low gear and avoid accelerating or braking. Unexpected patches of thin ice, generally on bridge surfaces and underpasses and roads through forests, are common driving hazards ([sign 135](#)). Drivers should drive across unexpected icy patches with no sudden change in direction, speed, or braking.
- b. German law does not require passenger cars to be equipped with snow tires or chains except in certain mountainous areas. These areas are marked with traffic signs ([sign 80](#)). At some mountain passes, chains can be rented. The maximum speed while driving a vehicle with chains is 50 kph/31 mph.
- c. Only snow tires, without spikes or studs, are allowed in GE. If only two snow tires are used, they must be mounted on the drive wheels. Four-wheel-drive vehicles must have the snow tires mounted on the rear wheels. Radial snow tires may be used only with regular radial tires. Bias ply snow tires may be used only with regular bias ply tires.

3-10. CURVES

Drivers must slow down well in advance of a curve, maintain slower speed during the turn, and accelerate at the end of the turn ([signs 5 and 6](#)).

3-11. SKIDDING

To recover from a skid, the driver should steer in the direction the rear of the vehicle is skidding. Drivers should not slam on the brakes because this will send the vehicle spinning out of control. A light pumping action to the brake pedal should be applied; this will pull the vehicle out of the skid. To avoid skidding, drivers should drive slowly, avoid sudden acceleration or braking, and brake lightly to slow down or stop.

3-12. MOUNTAIN ROADS

Before driving in the mountains, drivers should check the brakes. Normally, traffic signs showing the degree of downgrade are posted ([sign 14](#)). Shift to a low gear before starting down. Changing gears after starting downhill may cause complete loss of control. The emergency brake is important as an additional means of stopping.

3-13. LANDSLIDES

In mountainous areas, landslides are an ever-present hazard, especially during the spring thaw and after long periods of rainfall. Signs are posted to warn traffic where landslides have occurred or are expected ([sign 25](#)).

3-14. MOTORCYCLES

Drivers of two-wheeled vehicles must not cut in and out of traffic. The slightest contact with another vehicle may overturn their vehicle. Accidents involving two-wheeled vehicles cause almost certain injury or death to the driver and passenger of the two-wheeled vehicle.

3-15. INCREASED HAZARDS DURING TOURIST SEASON

The period from May until September is the tourist season in Europe. During this time, extra caution, alertness, and patience are required. Autobahn travel is extremely difficult during the start of the school vacations, which vary among the German states. Persons planning a trip during the summer should check with a German automobile club to determine when periods of heavy traffic are expected.

CHAPTER 4

REQUIREMENTS FOR POV TRAVEL TO EUROPEAN COUNTRIES

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4-1. EUROPEAN DRIVING REQUIREMENTS

National requirements for liability insurance, customs documents, and drivers licenses vary. The local 42d Military Police Group field office will inform travelers of the driving requirements of various countries.

4-2. INTERNATIONAL MOTOR VEHICLE INSURANCE CARD

An international motor insurance card (commonly referred to as the green card) is required when crossing borders of most European countries. POV owners can obtain the green card on request at no charge from their insurance company. Insurance companies should be asked if there are any restrictions for the country being visited.

4-3. INTERNATIONAL DRIVING PERMIT

It is recommended that an international driving permit be obtained whenever driving a vehicle outside of GE.

- a. Application must be made through the county court house (Landratsamt) where the applicant is stationed. Local MP or SP can provide exact locations.
- b. International driving permits are not valid in the issuing country.
- c. U.S. Forces personnel may not drive vehicles in Europe with only an international driving permit. They must have a USAREUR drivers license to drive either a USAREUR or German-registered vehicle.

4-4. NATIONALITY MARKER

An oval nationality marker is required when crossing international borders. The "USA" decal is the only marker that may be placed on a USAREUR-licensed POV.

CHAPTER 5

VEHICLE EQUIPMENT REQUIREMENTS AND MECHANICAL STANDARDS

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5-1. GENERAL POLICY

- a. POVs that are registered operational must meet the mechanical standards in [USAREUR Regulation 190-1](#)/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h, appendix C.
- b. POVs also must meet the mechanical standards considered acceptable in the military and German communities. POVs may be rejected during mechanical inspection for missing parts, excessive rust, unsightly markings, or altered USAREUR license plates.
- c. Commanders will ensure that first-line supervisors- or platoon sergeants visually inspect subordinates' POVs every 6 months. If the first-line supervisor or platoon sergeant determines a POV is below the acceptable standards for exterior condition, the POV owner must either:
 - (1) Correct the deficiencies.
 - (2) Place the POV in a non-operational status if deficiencies cannot be corrected in a reasonable time.

5-2. POV REQUIREMENTS FOR GE

a. Seatbelts.

- (1) USAREUR POVs, regardless of age, must have serviceable seatbelts installed for the driver and each forward-facing passenger. German law requires seatbelts for all occupants be fastened while driving. This requirement applies to all occupants. A shoulder belt must cross the shoulder and chest, not the face or neck. A lap belt should be low over the hips, snug, and not twisted.
- (2) German law also states that children under 12 years old are authorized to sit in the front seat of POVs only when (a) or (b) below apply. When children sit in the front seat they must be secured with officially approved safety equipment suitable for the child and permitted for use in front seats (U.S. Department of Transportation (DOT) approved or approved in GE under Economic Commission for Europe Regulation 44).
 - (a) Rear seats are already occupied by children in that age group.
 - (b) The vehicle does not have a back seat.

(3) USAREUR law requires that children 4 years old or under or weighing 50 pounds or less who are seated in the back seat be secured by restraint equipment suitable for the children.

b. Tires.

(1) The tread depth of POV tires must be at least 1 millimeter over the entire traction surface.

(2) Radial tires and bias ply tires cannot be mixed. Two snow tires and two regular tires may be used, provided they are of the same type (for example, all radial or all bias ply).

(3) Studded tires and tires that protrude beyond the fender are prohibited.

c. Warning Triangles and First Aid Kits.

(1) POVs with USAREUR license plates must carry approved first aid kits and portable, reflectorized warning triangles. It is recommended that triangles and kits be carried in the passenger section, not in the trunk of the vehicle. Failure to carry warning triangles or first aid kits is grounds for withdrawal of USAREUR registration privileges.

(2) Drivers are required to warn approaching traffic when their vehicles are stopped on any roadway by engaging flashing lights and positioning the warning triangle 100 m (200 m on autobahns) behind the disabled vehicle.

5-3. PROTECTIVE EQUIPMENT FOR MOTOR- CYCLISTS

German law requires motorcycle drivers and their passengers to wear protective helmets. Motorcycle owners are encouraged to equip their vehicles with crash bars and other protective equipment and to wear protective clothing (for example, face shields, leather boots, jackets, gloves, trousers).

CHAPTER 6 POV REGISTRATION

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6-1. GENERAL

a. Military and civilian employees must register POVs with the USAREUR Registry of Motor Vehicles (RMV). Family members may register POVs with the German authorities.

b. The number of POVs that may be registered at any time is limited to:

(1) Accompanied Personnel:

2 POVs

2 motorized recreational POVs

2 non-motorized recreational POVs

(2) Unaccompanied Personnel:

1 POV

1 motorized recreational POV

1 non-motorized recreational POV

c. Requests for waivers to the limit of POVs registered must be approved by the applicant's commander or supervisor in the chain of command. Personnel in the rank of major and above (and the civilian equivalent) may approve their own requests.

d. USAREUR-registered POVs may not be used for private commercial purposes (for example, cosmetics sales, pizza deliveries) (USAREUR Reg 210-70).

e. There are three types of POV registrations:

(1) Regular. A regular registration, valid for 1 year, must be renewed each year and remains valid if insurance and mechanical requirements are met.

(2) Temporary. A temporary registration, while waiting for a regular registration, valid for 60 days, is issued by the community registration station (CRS).

(3) Non-operational. A non-operational Registration- , valid for 90 days for all vehicles except motor- cycles, trailers or motorized homes (6 months for these), covers vehicles that are mechanically deficient, are not driven year

round, or lack required liability insurance.

6-2. HOW TO APPLY FOR A REGULAR REGISTRATION

a. When applying for a regular registration, the following must be presented to the local CRS or field registration station (FRS):

(1) Completed AE Form 190-1AA (Registration Application for POV and Leased Vehicle) with proof of inspection. When a POV is transferred, the buyer may do either of the following:

(a) Have the POV inspected and receive a 12-month registration certificate.

(b) Accept the seller's inspection (if it was performed more than 60 days before the expiration of the current registration) and receive a registration certificate with seller's expiration date.

(2) Proof of ownership.

(3) Double white insurance card.

(4) Valid USAREUR POV drivers license (for the appropriate class).

(5) Valid identification card.

(6) Customs clearance, if necessary.

(7) Registration fee (by check or money order).

b. Registration personnel at CRS will forward the application and associated documents to the RMV for processing. Registration personnel at FRS will process the documents and provide applicants with a completed registration form and the appropriate decals.

6-3. USAREUR LICENSE PLATES

- a. License plates issued in connection with POV registration remain the property of the USAREUR RMV and must remain on the vehicle to which registered. They may not be transferred to another vehicle.
- b. License plates must be attached firmly to the front and rear of the POV, using bolts, screws, or brackets. Rear license plates must be illuminated. Motorcycle and trailers will display only one plate on the rear. Using string or wire to secure plates is prohibited.
- c. POV owners will not:
 - (1) Display invalid, defaced, or forged USAREUR license plates.
 - (2) Alter license plates (for example, trim, paint, tape over).
 - (3) Operate a POV when license plates are mutilated or obscured by dirt or grime.
 - (4) Operate a POV when license plates are not firmly secured as in b above.
 - (5) Attach old license plates or signs to USAREUR license plates.

6-4. REGISTRATION DECALS

- a. Verification Decals. There are two types of verification decals, permanent and temporary. Each decal is issued to a set of license plates, and reflects that license plate number. Decals must be affixed to the inside on the lower left-hand corner of the windshield.
- b. Expiration Decal. Expiration decals are issued with initial and renewal registrations. This decal indicates the month and year in which the permanent registration expires. It must be positioned above the left-hand side of the verification decal. Expiration decals for motorcycles and trailers are affixed to the license plate. There is no expiration decal for temporary decals; the expiration date is written on the temporary verification decal itself.

6-5. MANDATORY THIRD-PARTY LIABILITY INSURANCE

- a. POV owners are required to maintain the minimum liability insurance coverage

required by German law. Minimum coverage for POVs (incl. trailers) is:

- (1) Deutsche mark (DM) 1,000,000 (DM 1,500,000 if two or more persons are injured per accident) for damages resulting from personal injury.
- (2) DM 400,000 for property damage.
- (3) DM 40,000 for damages neither directly nor indirectly related to personal injury or property damage (consequential damage).

b. Insurance requirements are higher for POVs with more than eight seats (not counting the driver's seat). Specific information may be obtained from an insurance company.

c. The DWIC (Versicherungsdeckungskarte) is the only acceptable proof of insurance for registration under U.S. Forces regulations. The insurance policy itself is not acceptable proof of insurance for registration.

d. When the RMV receives the DWIC, insurance is considered in force until the RMV receives a notice of cancellation from the insurance company or the license plates are changed. Owners should note that cancellation notices are mailed from the insurance company directly to the RMV and the company might fail to advise the owner of the cancellation.

(1) If the RMV receives a cancellation notice and finds the owner has not provided proof of continuing insurance by submitting another DWIC to the RMV, the U.S. Forces are obliged by international agreements to cancel the POV registration.

(2) When the POV registration is canceled ((1) above), the RMV instructs the POV owner's commander to have the canceled plates removed from the POV. The commander then releases the plates to the MP or SP according to [USAREUR Regulation 190-1](#)/ USAFE Regulation 31-202/ USNAVEUR Instruction 11240.6h, paragraph 3-12c.

e. An owner's agreement with the insurance company provides coverage only for injuries and property damages up to fixed amounts. Although these amounts (a above) may appear to be large, they may be insufficient, especially if extended hospitalization is required. Under German law, it is possible for an insurance company to charge the policyholder the amount paid to a third party if the

policyholder's conduct was a cause of the accident (for example, the owner drives while drunk or permits an unlicensed driver to drive the POV). The company may recover up to DM 5,000 from the policyholder.

6-6. DISPOSITION OF A USAREUR REGISTERED POV

a. A POV must be properly disposed of when the registrant departs GE. Disposal may be accomplished by:

- (1) Export (shipment) at Government or personal expense.
- (2) Sale or gift to another person with SOFA tax and customs privileges.
- (3) Sale or gift to a person without SOFA tax and customs privileges after settlement of German tax and customs liabilities.
- (4) Donation to the U.S. Government or one of its instrumentalities, normally the community morale, welfare, and recreation fund.

b. Registrants are responsible for proper disposition of POVs before departing USAREUR. Abandoning a POV violates German law, USAREUR Regulation 190-1/USAFE Regulation 31-202, and USAREUR Regulation 632-10. It is punishable under the UCMJ and may be the basis for adverse administrative action.

6-7. OTHER PROHIBITIONS CONCERNING POV OPERATION AND DISPOSITION

Military and civilian personnel and their family members will not:

- a. Alter USAREUR registration certificates or drivers licenses.
- b. Drive a USAREUR-plated POV:
 - (1) Without a valid USAREUR registration certificate, identification card, and USAREUR POV drivers license.
 - (2) Purchased from another individual until ownership has been properly transferred at a CRS or an FRS.

- c. Remove, alter, or deface the engine number, or manufacturer's serial number, or permit this action, on a USAREUR-plated POV.
- d. Sell, lend, dispose of, or otherwise use license plates, verification decal, or expiration decals except as authorized in USAREUR Regulation 190- 1/USAFE Regulation 31-202.
- e. Sell, lend, or give POV to a nonmember of the U.S. Forces (for example, German national, tourist) without proper customs clearance.
- f. Submit applications for either a drivers license or vehicle registration that contain erroneous or false data.
- g. Sell, give, or otherwise dispose of a POV if encumbered by a lien without the written consent of the lien holder.
- h. Park POVs without valid USAREUR license plates on any public road, in public areas, family housing areas, or military installations, or in areas that may be viewed by the public.

6-8. WITHDRAWAL OF POV REGISTRATION PRIVILEGES

Owners registration privileges, other than non-operational, will be suspended for a period of at least 30 days, not to exceed 3 months, when the suspending authority determines an owner has been found guilty of:

- a. Failing to register his or her POV.
- b. Failing to return temporary or permanent plates.
- c. Operating a POV that does not meet mechanical standards as outlined in [USAREUR Regulation 190-1 /USAFE Regulation 31-202, appendix C](#).
- d. Operating a POV without valid insurance or failing to present evidence of such insurance.
- e. Failing to properly dispose of a POV.
- f. Writing a check for registration fee when funds are not available.

g. Using a POV for commercial purposes.

6-9. RESTRICTIONS ON DISPLAYING WRITTEN OR GRAPHIC MATERIAL

a. USAREUR-registered POVs (incl. those registered non-operational) displaying indecent or obscene bumper stickers, license plates, signs, writing, or graphic depictions of any sort will not be permitted on any U.S. Forces installation.

b. Community commanders will deny entry of POVs displaying indecent or obscene materials to U.S. Forces installations until the indecent or obscene materials are removed or covered.

c. Drivers and owners of POVs displaying indecent or obscene materials on a Government installation are subject to having their USAREUR drivers license suspended. Licenses will be suspended until the materials have been removed or covered. Licenses will be suspended when drivers and owners:

(1) Cause the POV to enter a Government installation after being informed that they are denied entry until the materials are removed or covered.

(2) Fail after being given the option to:

(a) Remove or cover indecent or obscene materials on the POV located on a Government installation.

(b) Move the POV from the area.

PART TWO

OF FORM 346 (U.S. GOVERNMENT MOTOR VEHICLE OPERATOR'S IDENTIFICATION CARD)

CHAPTER 7

BASIC SAFETY MEASURES FOR OPERATING U.S. GOVERNMENT VEHICLES

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7-1. GENERAL

- a. This section provides basic safety measures for driving Government vehicles.
- b. Persons applying for licenses to operate a POV do not need to know the information in this section. Persons applying for an OF Form 346 (U.S. Government Motor Vehicle Operators Identification Card) are required, however, to know the information in both part one and part two.
- c. This section does not include all safety measures. Drivers of Government vehicles must know German traffic laws and USAREUR and USAFE rules and regulations governing the operation of motor vehicles.

7-2. BASIC RULES

- a. Engines will not be idled while Government vehicles are standing except for necessary warm-ups and maintenance checks. Radio-equipped vehicles that are expected to be standing for 15 minutes or more will go out of service at that location. The engines are required to generate power for the radios.
- b. Government vehicles on dispatch will carry basic equipment to handle common breakdowns. This equipment will include at least a spare tire, jack, lug wrench, and warning triangle.
- c. Cargo-carrying vehicles without tailgates or with tailgates less than 42 inches high that are used to carry personnel will be equipped with standard safety straps. The safety straps will be fastened when personnel are being carried in cargo compartments.
- d. Drivers of emergency vehicles such as fire department, MP, SP, and medical vehicles will obey traffic regulations. Exceptions will be made only if the military authority allows the driver to exceed restrictions, or as described in e below. Drivers operating vehicles under emergency conditions will warn of their approach by using signals that can be seen (rotating lights) or signals that can be heard (sirens).
- e. Drivers of emergency vehicles may exceed traffic restrictions when:
 - (1) MP or SP vehicles are in pursuit of actual or suspected violators.

(2) MP or SP vehicles are on emergency runs.

(3) Fire department or medical vehicles are operated in response to an emergency call or alarm.

f. Only one passenger other than the driver is permitted to ride on the front seat in all but the following Government vehicles:

(1) M-249 and M-250 trucks.

(2) Tactical and non-tactical vehicles equipped with individual seats for crewmembers.

(3) Vehicles with front seats 51 or more inches wide (for example, communication vans, garbage trucks) that normally have two or more crewmembers assigned besides the vehicle driver.

g. Government escort vehicles and other vehicles used to transport important visitors will maintain the distances prescribed in AR 385-55.

h. Not more than one Government vehicle will be towed behind a vehicle on a public highway. A standard towbar or wrecker truck will be used for towing. Tow chains may be used only when wrecker trucks or towbars are not available. Tow chains will be used only to tow vehicles short distances to clear roadways.

i. Non-convoy Government vehicles may pass vehicles in a convoy, provided that drivers follow the procedures for passing as prescribed in this pamphlet, [paragraphs 2-7](#) and [2-8](#).

j. Military personnel who are employed or detailed to perform duty as drivers of Government vehicles will not drink alcoholic beverages during the period they are scheduled to drive or within 8 hours before their scheduled driving duty.

k. Drivers will not smoke while driving Government vehicles.

l. Government vehicle drivers will not engage in races.

7-3. TRANSPORTING HAZARDOUS CARGO

- a. Special measures must be taken when a Government vehicle is used to transport explosives, flammable liquids (for example, gasoline), acids, and other dangerous cargo. USAREUR Regulation 55-1, USAREUR Regulation 55-355/USAFE Regulation 75-4, and AFR 127-100 prescribe procedures for transporting dangerous cargo.
- b. Drivers will have disabled vehicles towed clear of built-up areas and removed from the traveled part of the roadway as soon as possible. Explosives will not be transferred to another vehicle unless the proper authority approves the transfer.
- c. Vehicles transporting hazardous cargo will not be equipped with railroad fuses or flares.
- d. If visibility is less than 50 m, drivers must stop at the nearest parking area until visibility improves.
- e. If a truck or bus weighing more than 2.8 tons carrying hazardous cargo is traveling faster than 50 kph, drivers must maintain a distance of at least 50 m from the preceding vehicle.

7-4. RULES CONCERNING GOVERNMENT BUSES

- a. The rules for allowing passengers to stand on Government buses are as follows:
 - (1) Standing is allowed only within city limits, provided the number of people standing is not more than 50 percent of the vehicle's seating capacity.
 - (2) Not more than one passenger for each row of forward facing seats may stand.
 - (3) Passengers will not stand forward of the guardrail (or painted line) behind the driver (or the rear of the drivers seat) when the drivers seat is adjusted to its rearmost position (b below).
 - (4) School children will be allowed to stand only while being

transported on a Government installation and then only when they have access to handholds, vertical handrails, or hanger straps.

- b. A line will be painted across the front interior of each bus. Passengers will not be permitted to stand in front of this line. The line will be far enough to the rear of the drivers seat to allow the driver clear side vision.
- c. Emergency equipment, including the emergency door, will be in proper operating condition. Cargo and passengers on board the bus will not block emergency exit doors while the vehicle is in operation.
- d. Government buses will be equipped with mechanical or electrical turn signals, two amber clearance lights at the rear, at least two amber reflectors on each side, and two amber or red reflectors in the rear. Special kits for these items are available through ordnance supply channels.
- e. The bus gross weight (vehicle body weight combined with the weight of its oil, water, fuel, driver, and the total weight of the passenger load (based on 100 pounds per person)) will not exceed the maximum gross vehicle weight rating established by the manufacturer.

7-5. SEATBELTS

Seatbelts are installed in all Government sedans, station wagons, pickup trucks, and ambulances. The driver and passengers who are transported in a Government vehicle equipped with seatbelts are required to fasten their seatbelts. The driver and passengers will keep their seatbelts fastened while the vehicle is in motion. Senior military passengers and drivers will ensure that passengers keep their seatbelts fastened.

7-6. CONVOYS

- a. Commanders planning a military convoy must obtain a clearance as prescribed by USAREUR Regulation 55-1.
- b. Government vehicles in convoy will park bumper to bumper when they stop on the autobahn.
- c. Government vehicles in convoy will not force their way onto autobahns.

7-7. ROAD GUIDES

Road guides help Government vehicle drivers arrive at their destinations, particularly during convoy operations. Road guides do not have the authority to direct civilian traffic outside U.S. military installations. Any attempt to direct civilian traffic outside U.S. military installations may cause an accident and result in difficulties with German police authorities and claims against the U.S. Government.

7-8. GOVERNMENT VEHICLE MARKINGS

Identification markings on the bumpers of Government vehicles will be kept clean, particularly when convoys travel from home station to training areas (for example, Augsburg to Grafenwoehr) on public roads. Bumper markings will not be covered by tape or mud during operation on public streets and highways. Markings may be covered, however, while vehicles are in selected maneuver areas.

7-9. THE HMMWV

- a. The HMMWV is designed to be driven on rough ground. It is not made to travel at high speeds on modern highways. Serious accidents involving the HMMWV happen because drivers are not aware of the traits of the HMMWV or do not adapt driving habits to its traits.
- b. The HMMWV must be driven at the recommended speeds or slower on improved highways to avoid losing control of the vehicle.

7-10. DRIVING GOVERNMENT VEHICLES IN WINTER

Local commanders must take extra precautions during the winter driving months to ensure that Government vehicles are maintained properly. During the winter months, local commanders will:

- a. Conduct a driver training course each year during October or November.
- b. Control vehicle dispatches, reducing them to a minimum when driving conditions are bad.
- c. Limit night dispatches to emergencies. Exceptions may be made for MP or SP patrols that are necessary for the prevention and investigation of crimes, offenses, and traffic accidents.

- d. Arrange for overnight billets for drivers on extended trips and ensure that driving does not continue into the night.
- e. Dispatch vehicles over the least dangerous routes.
- f. Inspect vehicles before each dispatch, taking particular care to check the following:
 - (1) Brakes.
 - (2) Defroster.
 - (3) Horn.
 - (4) Lights.
 - (5) Safety devices.
 - (6) Steering mechanism.
 - (7) Snow chains.
 - (8) Windshield wipers.
- g. Ensure that defective vehicles are not dispatched.
- h. Ensure that dispatch drivers or supervisory personnel with previous European winter driving experience accompany replacement drivers on their first bad weather dispatch.
- i. Instruct drivers on local road hazards and defensive driving techniques.

7-11. TRIP PLANNING TECHNIQUES

Most drivers make about 1,400 automobile trips and use about 3,200 liters (800 gallons) of gasoline each year. With minimum effort, drivers can plan for efficient and economical travel. Drivers can save 5 to 10 percent of the fuel they use by following the tips in this paragraph. By changing travel habits, driving techniques, and vehicle type and maintenance, drivers can save up to 40 percent of fuel costs.

a. Cold Start. A vehicle driven from a cold start and making a short trip (for example, 1 to 4 miles) probably will achieve only 20 percent of the fuel economy possible after all parts of the vehicle are warm. That means a car capable of 20 miles per gallon (mpg) may get only 4 mpg under cold start and short trip conditions. Cold start penalties can be reduced by combining short trips. Initial fuel inefficiency can be offset by using the vehicle for one long trip, during which the car can reach maximum fuel efficiency. Cold starts impose a fuel penalty on mpg for the following reasons:

(1) Tire Resistance. Tires resist motion when they are cold. Tire resistance decreases only after the vehicle has been driven for awhile.

(2) Engine Resistance. Engine lubricants are designed to reduce resistance. Lubricants perform best when they are warm.

(3) Vehicle Resistance. Initially, all parts of a vehicle resist motion. Vehicle parts must be lubricated properly to overcome resistance. This happens after the vehicle has traveled about 15 miles. By combining trips, gasoline can be saved because car parts:

(a) Have time to warm up.

(b) Stay lubricated for 15 to 20 minutes after the vehicle has stopped.

(c) Stay warm for 3 to 4 hours after the vehicle has stopped.

b. Vehicle Idling. Most drivers do not understand the relationship between vehicle idling and fuel economy. A 30-second warm-up, followed by driving at slow to moderate speeds, is best for fuel economy. Fuel economy is worst (0 mpg) when a vehicle is idling and stationary. If the engine is warm and the driver expects to let the vehicle idle for more than 30 seconds, it is more efficient to turn the engine off and restart it when ready to drive away than to keep the engine running. Drivers can save gasoline if they release the gas pedal when slowing down or stopping. The vehicle's momentum will generate the speed needed to drive safely.

c. Combining Trips. Drivers who plan their traveling save fuel, time, and money. By combining trips, drivers will spend less time driving, avoid unnecessary journeys, drive fewer miles, and achieve the object of several short trips but at a lower cost. Combining trips also reduces cold starts and

vehicle resistance. Combine trips that:

- (1) Need to be made in the same time period.
- (2) Are to be made in the same area or in the same direction.
- (3) Can be plotted on a round-trip course.

d. Route Selection. Select routes that allow for uninterrupted travel. To achieve best fuel economy, choose routes that avoid traffic lights, traffic jams, and stop-and-go situations.

e. Vehicle Loads. Cargo and passenger weight affect fuel economy. Overloading causes mpg to drop. Every extra 100 pounds reduces fuel efficiency by 3 to 6 percent. It is important to use the right vehicle for the load to be carried. If possible, loads should be carried inside a vehicle. Loads carried outside restrict a vehicle's forward motion and increase fuel consumption. Extra weight reduces fuel economy.

f. Travel Alternatives. Many official work needs can be met without using a vehicle. Consider the following alternatives:

- (1) Sharing rides on official trips.
- (2) Walking or bicycling.
- (3) Using the telephone when a call can save taking a trip.
- (4) Using scheduled mail deliveries or distribution channels.

7-12. VEHICLE MAINTENANCE

Regular vehicle maintenance helps to prevent breakdowns and is an important aspect of fuel economy and driving safety. Many maintenance tasks for fuel economy are simple and inexpensive.

a. Tires and Fuel Economy. Incorrectly inflated tires increase surface rolling resistance. Many drivers do not inflate their tires to the recommended levels. Under inflated tires cause a fuel economy loss of 1 percent for every 2 pounds

the tires are below their recommended pressure. Drivers should check tire pressures with a tire gauge during preventive maintenance checks (PMCs) and services. The check should be made before driving because tire pressure increases with the heat produced from driving which can give a falsely high reading. Drivers should consider the following:

- (1) Tires should be inflated at the recommended pressures.
- (2) Tires should be inflated at the upper level of the recommended range for best fuel economy.
- (3) Tire wear increases and vehicle handling becomes more difficult when tires are inflated incorrectly.
- (4) Under inflated tires reduce fuel economy.

b. Gas and Oil. Drivers should use the appropriate gasoline and motor oil. Using a higher octane gasoline than recommended does not improve a vehicle's mpg or make up for lack of maintenance. Engine oil that is too thick will resist flow and increase friction among engine parts. Increased engine friction results in higher consumption. Drivers should use a multiple viscosity oil (for example, 10-40, 10-50) that changes thickness in response to temperature changes. New and improved oils can increase mpg by 3 to 5 percent.

c. Maintenance Checks. Drivers can prevent costly repairs by making PMCs on their vehicles. The operator's manual indicates how the checks are to be made.

d. Tune-up Requirements. Drivers will achieve high mpg by ensuring their vehicles are tuned correctly. If a vehicle is running poorly, proper tuning could improve its fuel efficiency by 4 to 12 percent.

e. Correct Tuning Testing for Engine Efficiency. Drivers should notice signs that indicate their vehicle needs tuning and make tests. If mpg decreases, tuning could be the solution. Drivers should check for other causes of decreasing mpg before tuning their vehicle (for example, overloading, incorrectly inflated tires). Drivers should be aware of the following:

- (1) An engine should perform smoothly and respond to normal driving situations.

(2) A tuned vehicle should pull away, without stalling, after a 30-second warm-up.

(3) To pinpoint specific problems, drivers should take their vehicles to their supporting motor maintenance activity.

f. Maintenance Schedule. To ensure economic fuel consumption and good operating condition, drivers should service their vehicles at the times scheduled by the transportation motor pool (TAMP) or manufacturer. The frequency of maintenance depends on driving habits, road conditions, and the type of vehicle.

7-13. DRIVING SKILLS

In fuel-economy-challenge rallies sponsored by the U.S. Department of Energy, 80 percent of the participants achieved a higher mpg than the manufacturer's fuel-economy estimate for their vehicles. USAREUR drivers can achieve the same results by using the following fuel-saving driving techniques:

a. Thirty-Second Warm-up. After initially starting their vehicles, drivers should idle the engine for 30 seconds to allow it to warm up. Drivers should drive off at moderate speeds to allow the other parts of the vehicle to warm up.

b. Driving Away After Stopping. After stopping, drivers should accelerate briskly and steadily. Drivers should not completely depress the accelerator because this will waste gasoline. Drivers should continue accelerating until the vehicle reaches a fuel-efficient speed.

c. Approaching an Incline. Drivers should accelerate before approaching an incline. This gives higher speed for less gasoline consumption than accelerating on the incline. Near the top, drivers should slow down, allowing the vehicle's momentum to carry it over the crest and cruise down the other side.

d. Maintaining a Fuel-Efficient Speed. Drivers should drive smoothly and steadily and keep within the speed range that achieves the best fuel economy for their vehicles. The speed range varies according to the vehicle being driven. Most vehicles, however, are fuel efficient at speeds between 35 and 45 mph. If a vehicle gets 22 mpg in its fuel-efficient speed range of 35 to 45

mph, it will achieve only about 20 mpg at speeds of 30 to 50 mph. Drivers should adjust to the high speed limits in GE, especially on the autobahns, while maintaining fuel-efficient speeds. Unnecessary direction and speed changes waste time and gasoline. The slightest pressure on the brake or accelerator reduces fuel economy.

e. Anticipating Traffic Conditions. To maintain maximum fuel efficiency, drivers should avoid adverse traffic conditions by anticipating problems. In the city, drivers should anticipate and respond to traffic conditions 12 seconds (or a block) away. On the highway, drivers should anticipate and respond to changes in conditions up to a quarter of a mile away. Drivers also should be aware of traffic conditions to the side and rear of their vehicles, particularly before changing lanes.

f. Buffer Zones. Drivers will increase safety and fuel efficiency by maintaining a free area (buffer zone) around their vehicle. The buffer zone offers the following advantages:

- (1) Relaxed driving.
- (2) Room to maneuver.
- (3) Increased margin of safety.
- (4) Time to react to conditions around the vehicle.